

St Columba's College, Essendon New STEAM Building & Sports Court Transport Impact Assessment

09/05/2022

Ref: 300303440


PREPARED FOR:

St Columba's College

PREPARED BY:

Stantec Australia Pty Ltd

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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1. Introduction

1.1 Background & Proposal

A planning permit is being sought for a proposed expansion to St Columba's College located at 2 Leslie Road in Essendon. The proposed expansion will deliver a STEAM, Food Technology and Maker Space learning building, along with a new sports court, at the northwest corner of the College.

The proposed development will not alter the current student and staff numbers.

A total of 39 car parking spaces will be provided within a lower ground level car park for staff use. The car park will be accessed via an existing double width crossover on Lorraine Street. The vehicle access will permit left and right turn entry movements, but right turn exit movements only (all exiting traffic will be towards Buckley Street).

1.2 Purpose & Structure of this Report

This report sets out an assessment of the transport impacts of the proposed development and how they are being addressed, including consideration of:

- The transport network in the vicinity of the subject site and any relevant transport or planning policy.
- The adequacy of the car parking provision and layout.
- The adequacy of the proposed arrangements for loading and waste collection.
- The adequacy of the proposed bicycle parking arrangements in terms of supply (quantum) and layout.
- The acceptability of the traffic impact of the proposed development.

1.3 References

In preparing this report, reference has been made to the following:

- Moonee Valley Planning Scheme
- plans for the proposed development prepared by CHT Architects, dated April 2022
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS2890.1:2004)
- Australian Standard/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for people with disabilities (AS/NZS2890.6:2009)
- Australian Standard, Parking Facilities Part 3: Bicycle Parking (AS2890.3:2015)
- an inspection of the site and its surrounds
- Planning permit number MV/627/2019
- VCAT decision (reference number P1140/2020) for the change of use at 149-153 Buckley Street to allow for the use of an education facility
- other documents as nominated.



2. Existing Conditions

2.1 Subject Site Location

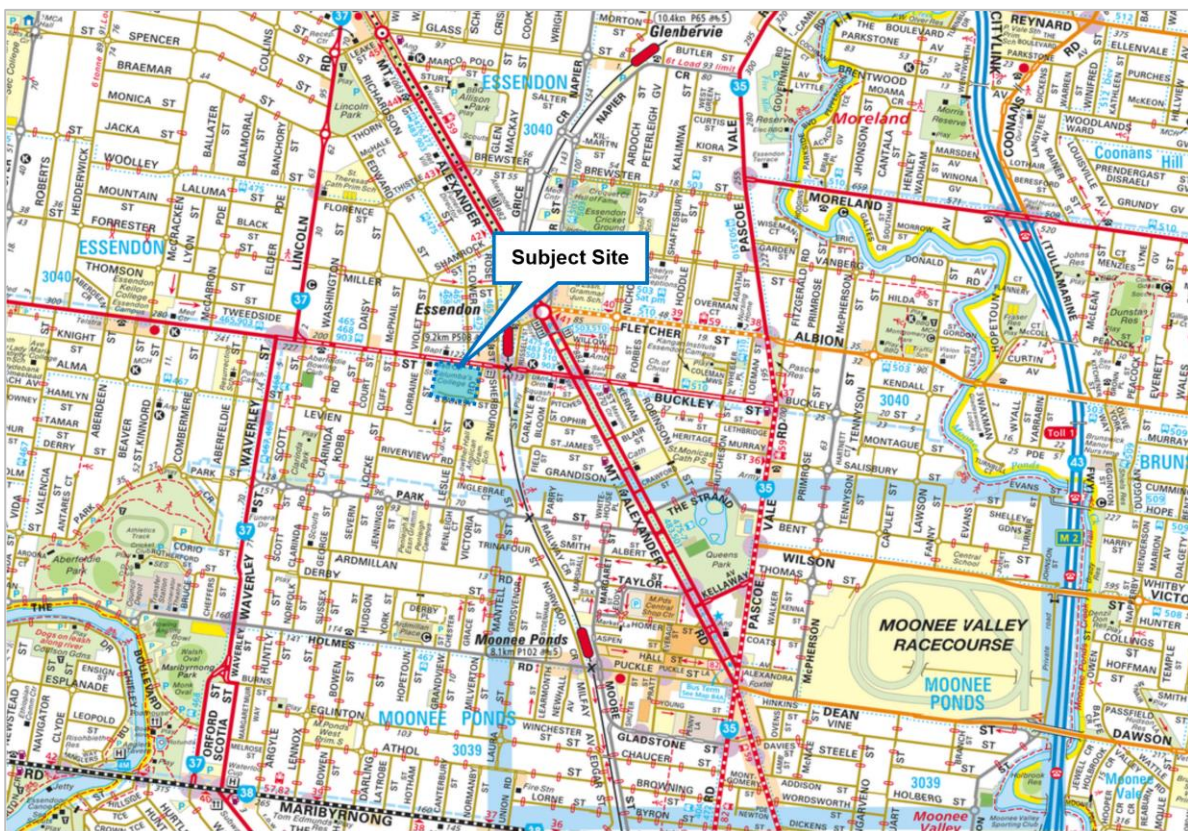
The address for St Columba's College is 2 Leslie Road in Essendon. The subject site is located on land at 149-153 Buckley Street and also incorporates the area to the east which presently accommodates a sports court. The land is located at the northwest corner of the College.

The surrounding properties are predominantly residential with some commercial and retail uses located to the east and around the Essendon train station.

The site is located within a Residential 1 Zone (General Residential Zone) – R1Z.

The location and land use zoning of the subject site is shown in Figure 2.1 and Figure 2.2, respectively.

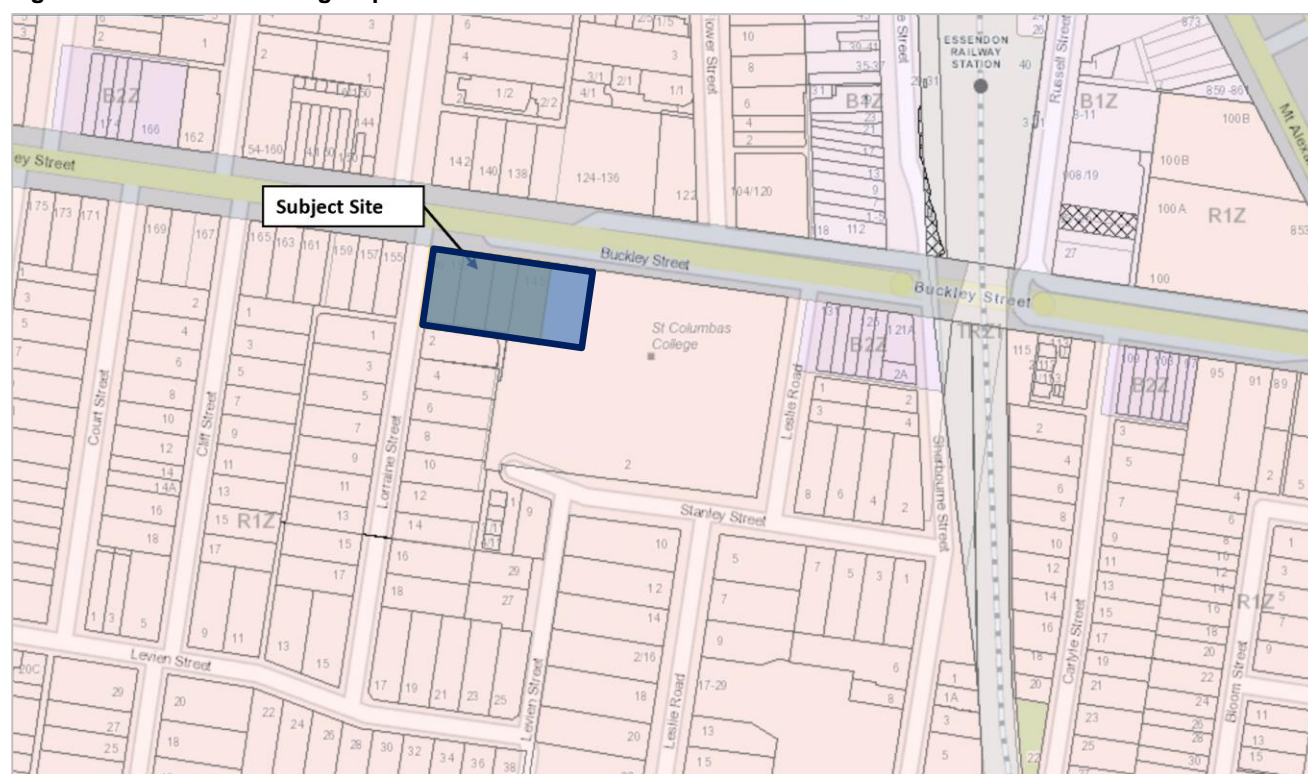
Figure 2.1: Subject Site and its Environs



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Figure 2.2: Land Use Zoning Map



(Reproduced from VicPlan web site)

2.2 Transport Network

2.2.1 Road Network

Lorraine Street is a local road (managed by Council) located to the west of the subject site. It is a two-way road aligned in a north-south direction and is configured with a two-lane carriageway set within a 15m wide road reserve (approximately). Kerbside car parking on the west side of the street is 2P restricted from 8:00am to 4:00pm Monday to Friday. There are 'No Stopping' restrictions on the east side of the street from 8:00am to 4:00pm Monday to Friday. Footpaths are provided on both sides of the road. The road is subject to a 50km/h speed limit.

Buckley Street is a secondary State arterial road (managed by Department of Transport) located to the north of the subject site. It is a two-way road aligned in an east-west direction. Car parking lanes are provided on both sides of the street, with a mix of unrestricted and 2P restricted from 9:00am to 5:30pm Monday to Friday parking. Footpaths are provided on both sides of the road which is subject to a 60km/h speed limit and a reduced 40km/h speed limit during school times.

The Buckley Street service road (managed by Council) abuts the College. It is a single lane road operating one-way east to west. Indented kerbside car parking is located on the south side of the road, with the car parking typically P5minute restricted from 8:00am to 9:00am and 3:00pm to 4:00pm on school days. A footpath is provided on the south side of the road. The road is subject to a 40km/h posted speed limit.

2.2.2 Public Transport Network

The subject site is located a short walking distance from the following public transport services:

- Bus route 468/465/903 (St Columba's College/Buckley Street) operates along Buckley Street, with the nearest bus stop (westbound) approximately 60m from the subject site.
- Essendon train station is approximately 230m from the subject site.

Figure 2.3 shows the subject site in relation to existing public transport routes.



A detailed map of the Essendon area in Victoria, Australia, showing bus routes and the 'Subject Site'. The map includes major roads like the Tullamarine Freeway (M1), the Maribyrnong River, and various local streets. Bus routes are color-coded and numbered: 465 (blue), 467 (orange), 468 (purple), 475 (green), 501 (yellow), 503 (purple), 510 (blue), 512 (orange), 506 (red), 508 (red), 504 (red), 505 (purple), 507 (green), 509 (green), 511 (green), 513 (green), 514 (green), 515 (green), 516 (green), 517 (green), 518 (green), 519 (green), 520 (green), 521 (green), 522 (green), 523 (green), 524 (green), 525 (green), 526 (green), 527 (green), 528 (green), 529 (green), 530 (green), 531 (green), 532 (green), 533 (green), 534 (green), 535 (green), 536 (green), 537 (green), 538 (green), 539 (green), 540 (green), 541 (green), 542 (green), 543 (green), 544 (green), 545 (green), 546 (green), 547 (green), 548 (green), 549 (green), 550 (green), 551 (green), 552 (green), 553 (green), 554 (green), 555 (green), 556 (green), 557 (green), 558 (green), 559 (green), 560 (green), 561 (green), 562 (green), 563 (green), 564 (green), 565 (green), 566 (green), 567 (green), 568 (green), 569 (green), 570 (green), 571 (green), 572 (green), 573 (green), 574 (green), 575 (green), 576 (green), 577 (green), 578 (green), 579 (green), 580 (green), 581 (green), 582 (green), 583 (green), 584 (green), 585 (green), 586 (green), 587 (green), 588 (green), 589 (green), 590 (green), 591 (green), 592 (green), 593 (green), 594 (green), 595 (green), 596 (green), 597 (green), 598 (green), 599 (green), 600 (green). The 'Subject Site' is located near the intersection of the Tullamarine Freeway and the Maribyrnong River. Other locations shown include Essendon, Strathmore, Glenbervie, Moreland, Brunswick West, Albion, Moonee Ponds, and Maribyrnong.

The closest section of the Department of Transport's Strategic Cycling Corridor to the subject site is Mt Alexander Road as diagrammatically shown in Figure 2.4.

Subject Site

3. Car Parking Considerations

3.1 Statutory Requirement

The statutory requirements for the provision of car parking are set out in Clause 52.06 of the Moonee Valley Planning Scheme. The purpose of the Clause is as follows:

- *“To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.”*

The statutory car parking rates are specified in Table 1 to Clause 52.06-5. The statutory car parking rate for a secondary school is 1.2 car spaces to each employee that is part of the maximum number of employees on the site at any time.

There will be no increase in staff numbers as a result of the College expansion and as such there is no requirement to deliver additional car parking for the College beyond its current requirement.

It is proposed to provide 39 formal car parking spaces for staff. This car parking will replace informal staff car parking at the western end of the site, with around 25 car parking spaces available in this area. The 39 car parking spaces will be in addition to 40 car parking spaces located in the eastern and southern areas of the College.

3.2 Accessible Car Parking

In addition to the statutory car parking requirements, the Building Code of Australia (BCA) outlines requirements for the provision of car parking for people with disabilities. An assessment of the BCA disabled car parking requirement for the development proposal is set out in Table 3.1.

Table 3.1: BCA Car Parking Requirement for People with Disabilities

Description	BCA Class	Disabled Parking Requirement
Secondary school	Class 9b	1 space for every 100 car parking spaces or part thereof

With the proposed provision of 39 formal car parking spaces, there is a BCA requirement to deliver one accessible car parking space. This is being satisfied within the proposed lower ground car park.



4. Design Considerations

4.1 Vehicle Access Layout

The proposed vehicle access has been assessed with respect to the Design Standards set out in Clause 52.06 of the Planning Scheme, and where appropriate, the relevant Australian Standards. A summary of compliance is set out below:

- The proposed lower ground level car park will be accessed via an existing 8.8m wide crossover on Lorraine Street. The crossover will lead to a secure entrance to the car park that will have a width of 5.2m between walls. The proposed car park will deliver car parking for staff only and movements to and from the car park will be highly tidal, with all movements typically being inbound during the morning period prior to the school day commencing, and outbound during the afternoon period at the end of the school day. There will be very few instances of opposing traffic movements. The proposed vehicle access arrangements are satisfactory noting that a 5.2m minimum access width will comfortably accommodate a B99 design car entering and exiting the car park (this is demonstrated with electronic swept paths contained in Appendix A).
- A 2.5m x 2.0m pedestrian visibility splay, that is at least 50% clear of visual obstructions, will be provided on both sides of the vehicle access and measured at the title boundary. This provision exceeds the Planning Scheme which only requires the pedestrian visibility triangle on the exit (south) side of the vehicle access.
- A minimum height clearance of 2.2m will be provided on the vehicle access ramp and throughout the car park. This provision satisfies the Planning Scheme and the relevant Australian Standard.

4.2 Car Parking Layout

The proposed car parking layout has been assessed against relevant Design Standards. A summary of compliance is set out below:

- Standard car parking spaces will be a 4.9m long and 2.6m wide, accessed via a minimum 6.4m wide aisle. These dimensions satisfy the Planning Scheme.
- The accessible car parking space will be 5.4m long and 2.4m wide, with a shared area of the same dimensions located adjacent. The car space will be accessed via a 6.75m wide aisle. These dimensions satisfy the relevant Australian Standard.
- The accessible car parking space (and the adjacent shared area) will have a minimum height clearance of 2.5m.
- End of aisle car spaces will typically have an aisle extension of 1.0m to assist with manoeuvring. The end of aisle car space in the northeast corner of the car park will have an aisle extension of 0.85m. However, this car space will also be accessed via an aisle that is 6.69m wide.
- All car parking spaces will be satisfactorily accessible by no more than a three-point turn forward entry and reverse exit manoeuvre.
- No car parking spaces will be located less than 0.3m from an obstruction to car door openings.
- Columns located adjacent to car parking spaces will be located between 0.25m and 1.25m along the length of the car space (measured from the car park aisle). This placement satisfies the Planning Scheme.



5. Other Considerations

5.1 Waste Collection

Waste will be collected by a private contractor using an 8.8m long vehicle. The waste will be collected kerbside from the Buckley Street service road and will be managed to occur during the earlier morning when traffic and pedestrian activity levels on the service road are low and there is unlikely to be significant utilisation of the kerbside car parking spaces which will permit the waste collection vehicle to prop clear of other traffic movements on the service road.

The waste collection will be controlled by a Waste Management Plan.

5.2 Loading

No additional loading activities are anticipated for the proposed development beyond those that currently occur for the College. In the event of any additional deliveries, these will be undertaken in line with the College's current delivery arrangements.

5.3 Food Trucks

The College has advised that food trucks will occasionally visit the site and will prop on the sports court. Electronic swept paths have been prepared to show a 6.4m long truck (considered to be representative of a typical food truck) accessing the sports court through the existing vehicle access located on the Buckley Street service road. The swept path is presented in Appendix A. It is recommended that the existing crossover on the service road be provided with an overrun area along its western side to better facilitate the exit movement by the 6.4m long truck.

5.4 Bicycle Facilities

Statutory requirements for the provision of bicycle parking are set out in Clause 52.34 of Moonee Valley Planning Scheme. Table 1 to Clause 52.34-5 requires one bicycle parking space to each 20 employees and one bicycle parking space to each five pupils.

There will be no increase in staff and student number as a result of the proposed development. As such, there is no statutory requirement to deliver any bicycle parking facilities for the proposal. Nevertheless, it is proposed to provide four bicycle parking spaces in the lower ground car park for staff use.

The bicycle parking spaces will be 1.8m long (horizontally stored) and 0.5m wide, with a manoeuvring area of 1.5m behind the spaces. These dimensions satisfy the relevant Australian Standard requirements.

Condition 1(q) of planning permit MV/627/2019 requires the provision of bicycle parking for 30 student and one member of staff within the site boundary. It is recommended that the College review an appropriate location for this bicycle parking within the College grounds.

5.5 Pedestrian Access

Pedestrian access to the proposed development will be via a gated access on Lorraine Street and through the balance of the College campus located to the east of the subject site.



6. Traffic Impacts

The proposed College expansion will not increase current student or staff numbers. As such, there will be no additional traffic generated by the College beyond its current demands.

The proposed 39 car parking spaces within the lower ground level car park accessed via Lorraine Street will simply formalise car parking arrangements that presently occur on the subject site. The informal car parking area is accessed via Lorraine Street. The formalising of the car parking arrangements will not materially alter existing traffic conditions on Lorraine Street.

The vehicle access to the lower ground level car park will permit left and right turn entry movements, but right turn exit movements only (all exiting traffic will be towards Buckley Street). This restriction will limit staff vehicle intrusion through the residential areas located to the south of the College.

On the basis of the foregoing, it is considered that the traffic from the proposed development could not be expected to materially change the safety or performance of the road network in the vicinity of the subject site.



7. Conclusion

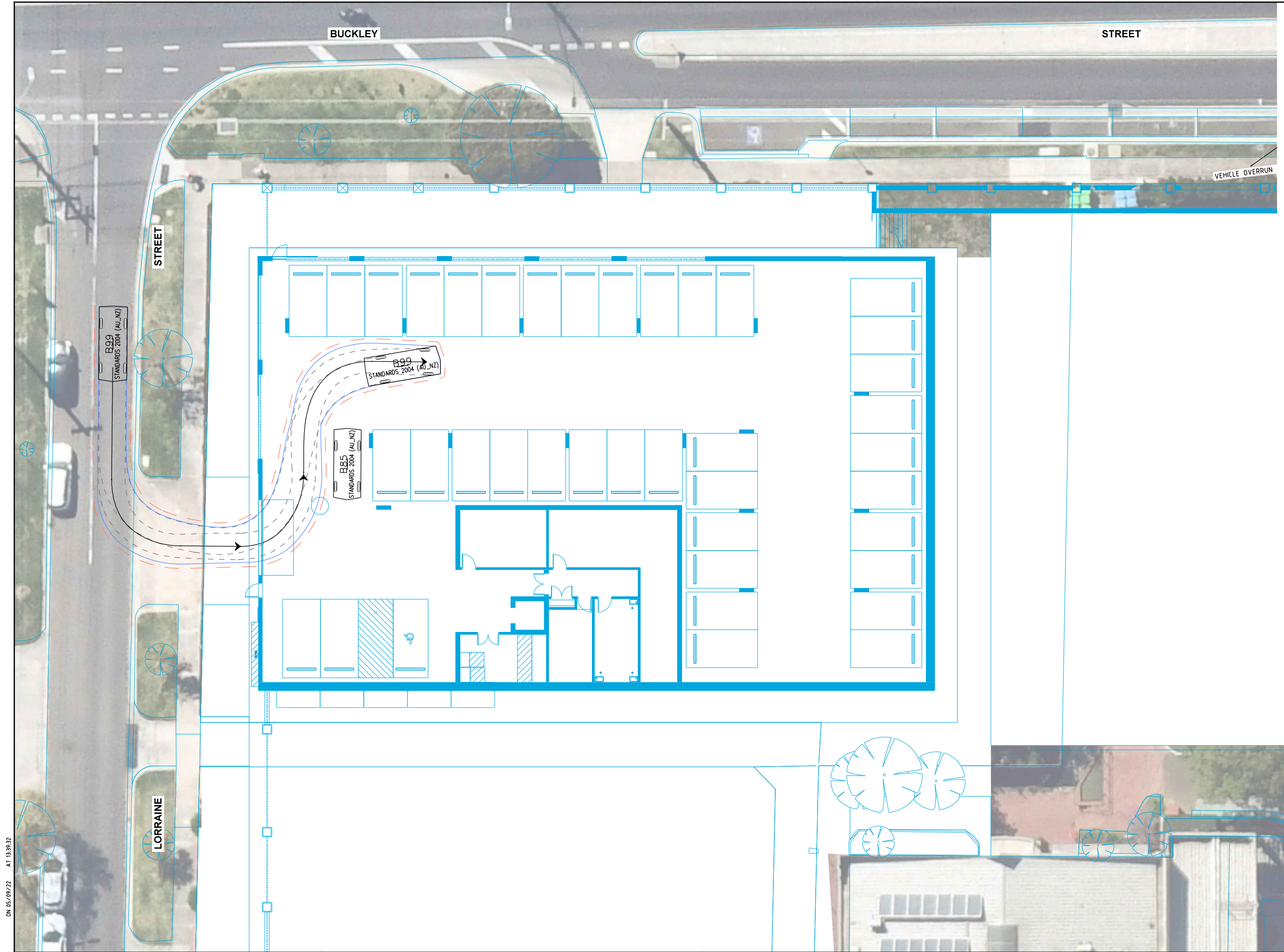
Based on the analysis and discussions presented within this report, the following conclusions are made:

- The proposed development does not generate a statutory car parking requirement.
- The proposed provision of 39 car parking spaces in the lower ground level car park will formalise car parking arrangement that presently occur on the subject site.
- The proposed provision of one accessible car parking space satisfies the Building Code of Australia requirement.
- The proposed car parking and vehicle access layout is consistent with the dimensional requirements as set out in the Planning Scheme and where appropriate, the relevant Australian Standards.
- The proposed development does not generate a statutory bicycle parking requirement. Nevertheless, it is proposed to provide four bicycle parking spaces for staff in the lower ground level car park. The bicycle parking spaces will be provided with dimensions satisfying the relevant Australian Standard.
- Waste will be collected by a private contractor from the Buckley Street service road using an 8.8m long vehicle. The waste collection will be managed to occur during the earlier morning when traffic and pedestrian activity levels on the service road are low and there will be ample kerbside car parking to permit the waste collection vehicle to prop clear of other traffic movements on the service road.
- No additional loading activities are anticipated for the proposed development beyond those that currently occur for the College. In the event of any additional deliveries, these will be undertaken in line with the College's current delivery arrangements.
- Occasional food truck access to the sports court will be via the existing vehicle access located on the Buckley Street service road. Modifications will be required to the existing crossover to provide an overrun area along its western side to better facilitate the exit movement by the 6.4m long truck.
- The proposed College expansion will not increase current student or staff numbers. As such, there will be no additional traffic generated by the College beyond its current demands. The proposed development will not materially change the safety or performance of the road network in the vicinity of the subject site.



Appendix A Electronic Swept Paths

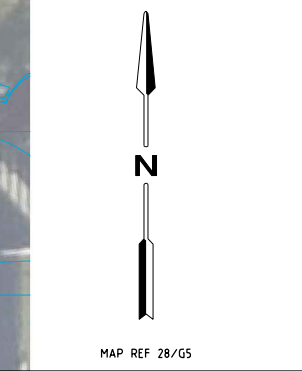




SWEEP PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h	

B85	metres
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

B99 6.3mR	metres
Width	: 1.94
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
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BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
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J. SELLARS

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D. HUYNH

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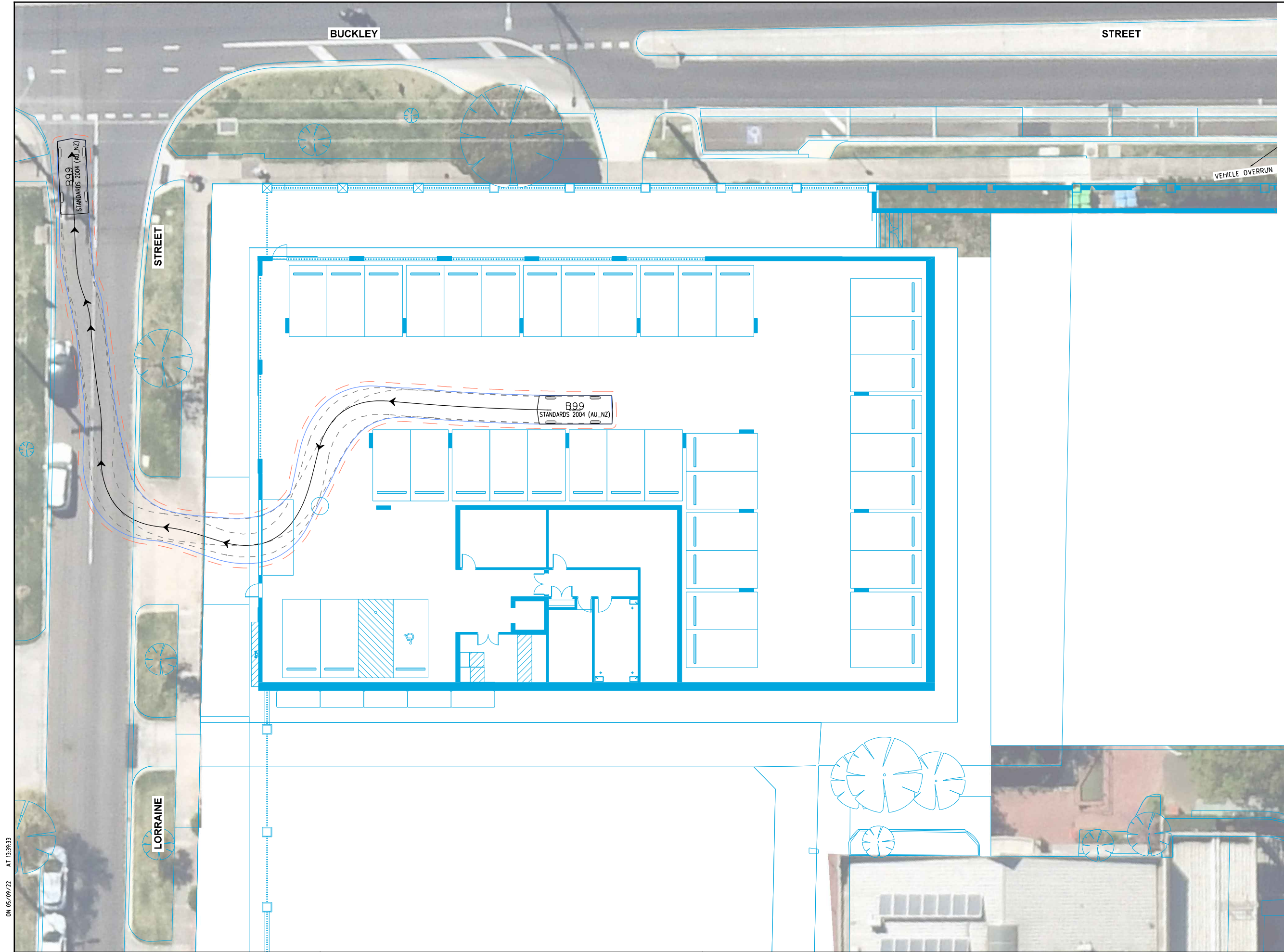
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PROPOSED DEVELOPMENT
2 LESLIE ROAD
ESSENDON
SWEEP PATH ASSESSMENT
DRAWING NO. 300303440-AT01-01

SHEET 01 OF 07
ISSUE P4



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

5.20

0.95 3.05

VEHICLE OVERRUN

B99 6.3mR metres

Width : 1.94

Track : 1.77

Lock to Lock Time : 6.0

Steering Angle : 34.0



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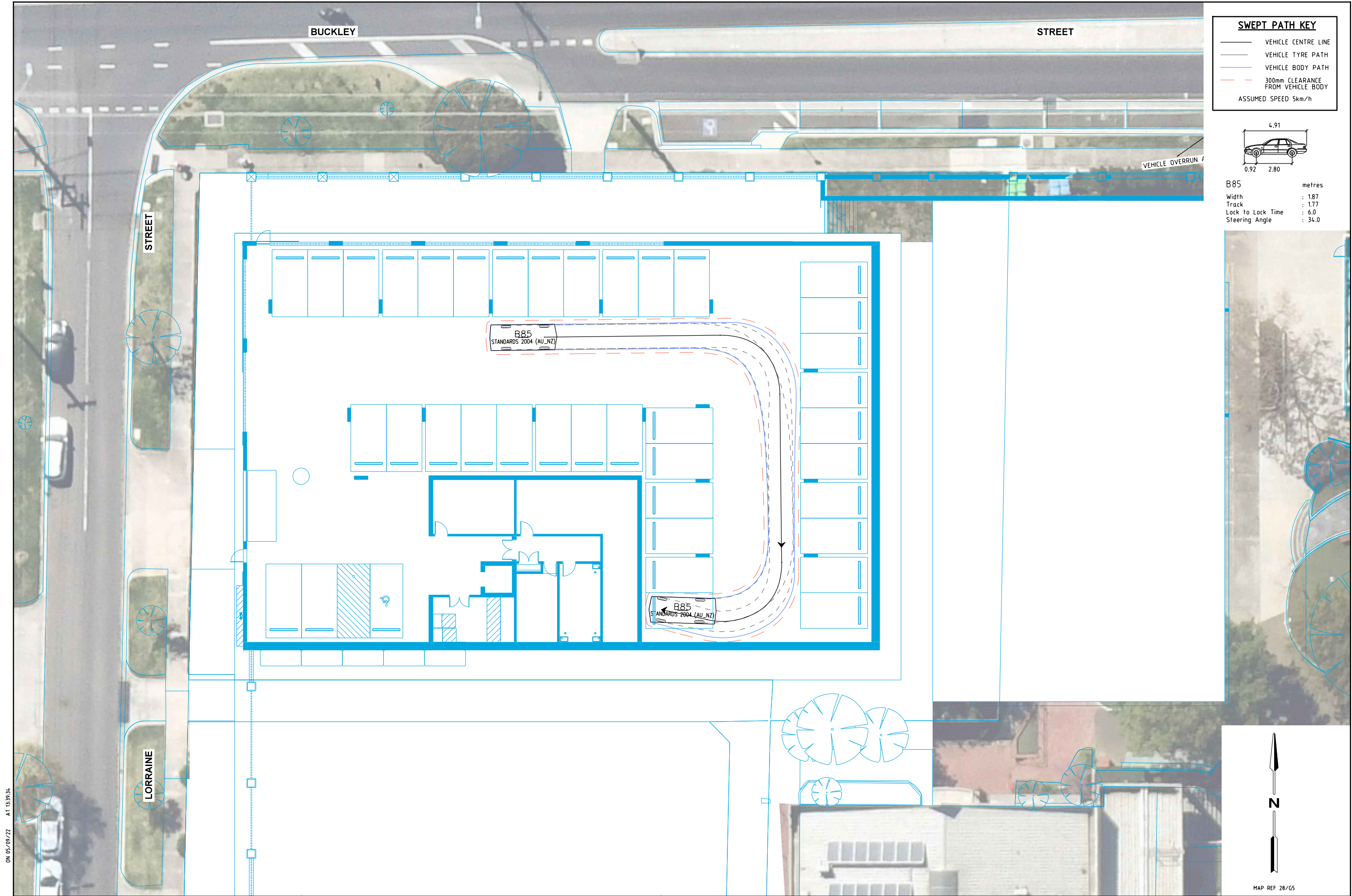
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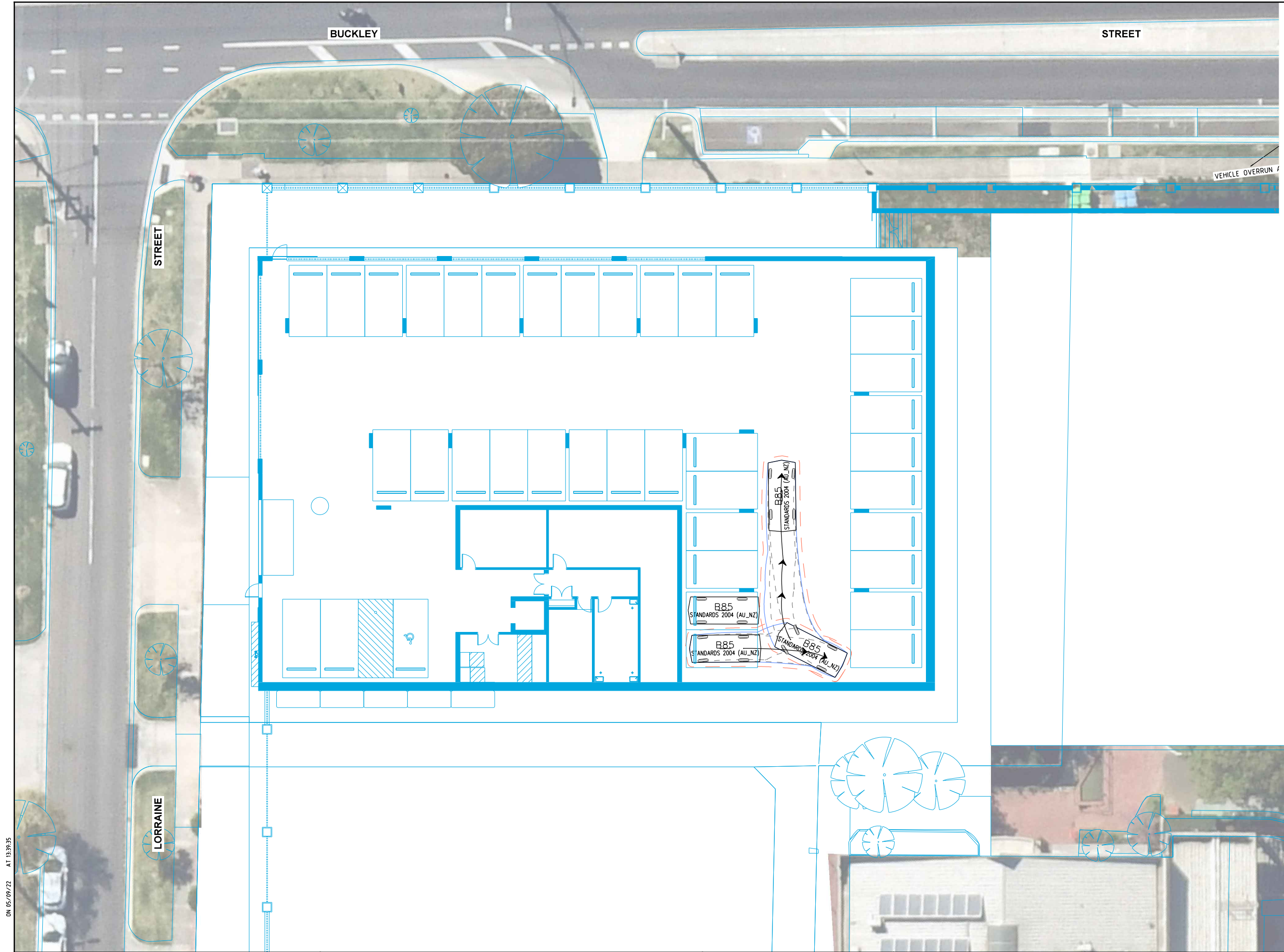
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ESSENDON
SWEPT PATH ASSESSMENT
DRAWING NO. 300303440-AT01-03

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ISSUE P4



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

4.91
0.92 2.80

B85 metres
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0



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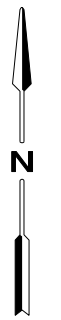
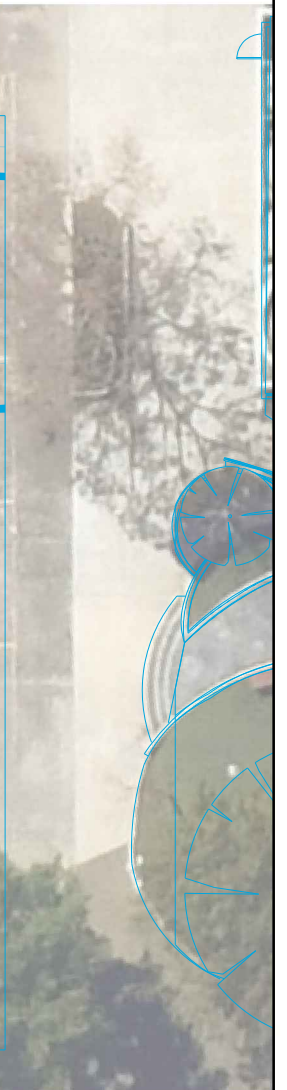
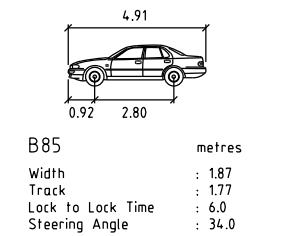
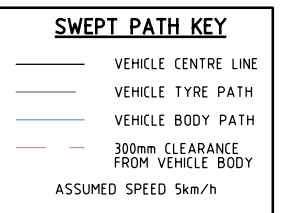
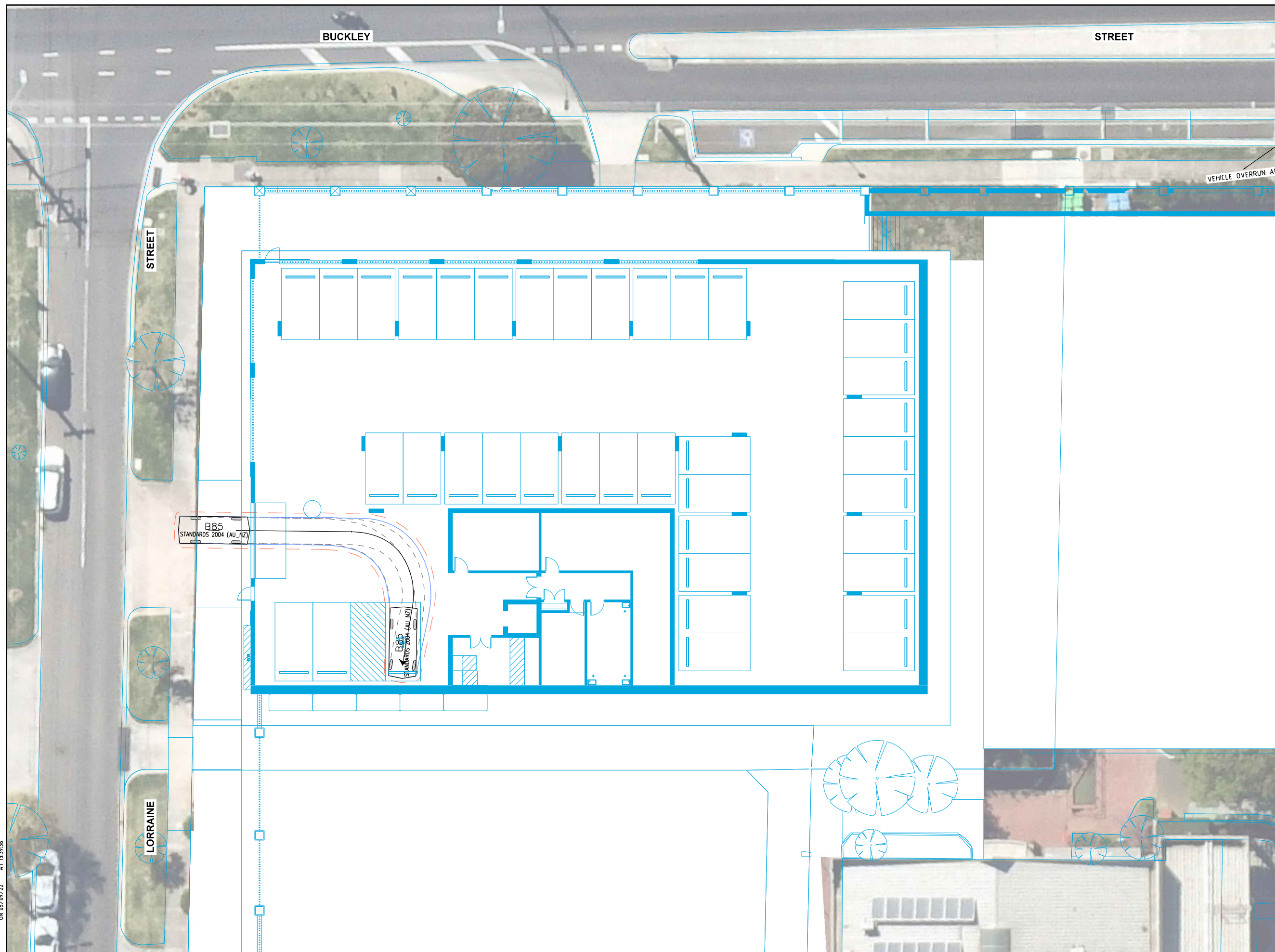
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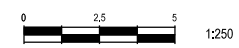
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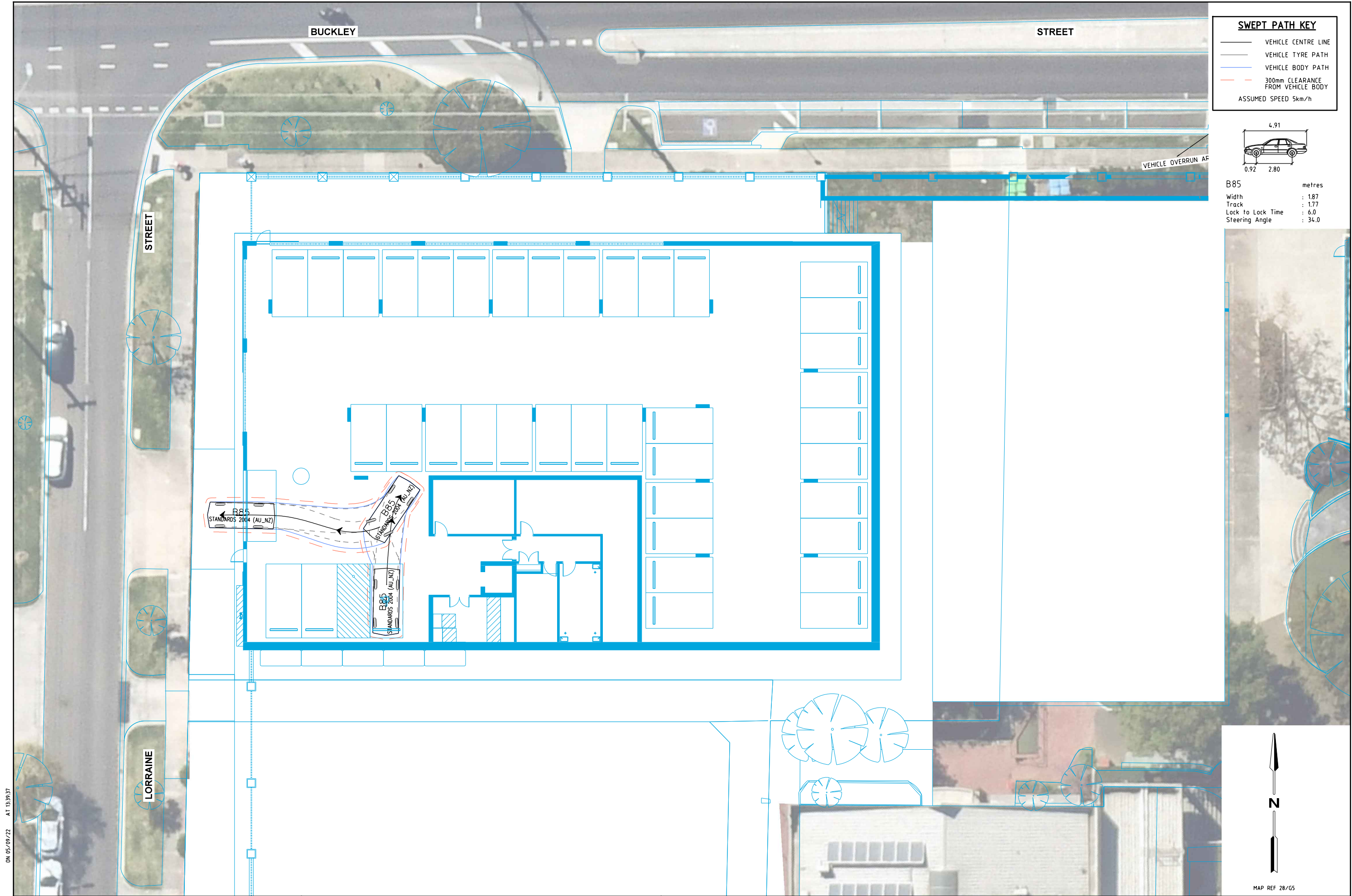


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